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NEWS OF THE FAR EAST
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HONGKONG WEEKLY
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with which is incorporated the
CHINA OVERLAND TRADE REPORT.
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Hongkong Daily Press.

ESTABLISHED 1857

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With CHAMBER for 8 CARTRIDGES
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12.00 Noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 15 minutes.
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A HIGH CLASS PRIVATE HOTEL.
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Hot and Cold Water throughout.
Electrically Lighted Electric Fans (if
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Electric Passenger Elevator to each floor.
Tables D'Hotel at separate tables.
For Terms, &c., apply to the
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FIRST-CLASS CUISINE.
COMFORTABLE & AIRY BEDROOMS
Situated in close proximity to the Harbour
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BEST WINES and LIQUORS SUPPLIED.
Special arrangements for a long stay.
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Electrically Lighted.
Every Modern Comfort and Convenience at
Reasonable Rates.
Under the Personal Superintendence of
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TELEGRAMS—FARMER, MACAO,
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In the Centre of the Praya Grande.
Both Hotels Electrically Lighted and under
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Every Comfort and Convenience for Resident
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(HOTEL-SANITARIUM OF SOUTH
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HAS been re-opened under European
management and most strict supervision
as to food, cleanliness and hygiene of the place
All comforts of a home.
A most pleasant retreat for those desirous of
a few days' rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong.
Two steamers (the Sai An and Sai Tai) daily to
and from Hongkong, and two steamers to and
from Canton, give easy communication with both
these centres.
Cable Address—"BOAVISTA."
For Terms, apply
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VISITORS TO CANTON.
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FROM HONGKONG TO CANTON,
BY THE PEARL RIVER."
BY
CAPTAIN C. V. LLOYD (S.S. "FAITHFUL")
With Illustrations, Maps and Plans.
Price ... \$1.90
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Messrs. W. BRADY & CO.
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Hongkong, 4th October, 1903.

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STERILIZED WATER MANUFACTURERS

ESTABLISHED A.D. 1841

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ALELIME FRUIT
CHAMPAGNE

CAN NOW BE OBTAINED

IN SPLIT BOTTLES

AT

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A. S. WATSON & CO.,
LIMITED.

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Hongkong, 21st April, 1908.

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ONLY communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymous signed communications should be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic address: PANAS.
Cable: A.S.W. 5th Ed. Table.
P. O. Box 34 Telephone No. 12.

BIRTHS.

On April 27th, at 14, Canton Avenue, Kowloon, Hongkong, the wife of HARRIS AARAB, of a son.

On April 14th, at Nowhere, the wife of W. F. HANLEY, of a daughter.

On April 18th, at Shanghai, to Rev. and Mrs. A. C. BOWEN, a son.

On April 20th, at Shanghai, to Mr. and Mrs. FRED MULLER, a son.

On April 20th, at Shanghai, the wife of Y. WATSON PAUL, of a son.

On April 22nd, at Bonarth, Walsley, the wife of George Appleby, I.M.S. Station, Canton, of a son.

MARRIAGES.

On April 21st, at Shanghai, CLARA LEWIS, MARY of Portland, Oregon, to ALFRED LINDSAY BURNHARDT, of Shanghai.

DEATHS.

On March 23rd in Redlands, Cal., Capt. NICHOLAS PIATT, late C. M. S. N. Co.'s Service, Shanghai, aged 68 years.

On April 15th, JAMES LIDDERDALE SCOTT, late of Shanghai, on board the P. & O. S. Maynard, between Port Said and Marseilles.

On April 21st, at Shanghai, Miss JUDITH HARTMAN, aged 33 years.

HONGKONG OFFICE: 10A, DES VOEUX ROAD C.
LONDON OFFICE: 151, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 29th, 1908

"Now it's our turn." That Florida Water case has really been tried by a jury numbering hundreds, and notwithstanding the strong denunciation by the Chief Justice, we believe a plebiscite would give an overwhelming verdict of approval to the decision actually made. After all, there was no ticklish legal question to decide. The issues which the Chief Justice insisted on defining to the jury were such as could be decided by ordinarily intelligent laymen, and so the opinion of two men, even though one of them was a judge, can scarcely be reckoned sufficiently weighty as against that of the six to warrant the extraordinarily sweeping allegation that there had been a bigger fraud in this case than in any other within the Judge's Hongkong experience. That remark could scarcely be accepted as a

compliment by the business men who had spent three days considering the case without fee or reward. It would also cause wider sympathy for the successful defendants and no doubt the advertisement thus secured will result in an increase of turnover that in time may compensate them for the unrefunded costs incurred in the action. We confess to some sympathy with the defendants, as a result of reading the evidence, and if we had any use for Florida Water, would feel personal satisfaction that a firm which sells practically the same article for half the price charged by the complaining firm is not to be driven out of the market. We feel reasonably certain that the average person does not worry about the name of the manufacturer of the stuff he buys. Apparently Florida Water is some sort of scent, and we take it the person who wants a particular scent wants one that has pleased his or her olfactory nerves before. To ensure getting the same effect they want to secure the similar cause, and so they may remember that the name of the liquid first used was Florida Water. We take it all Florida Waters (and there appear to be many on the market) sink in quality like unison, with perhaps, varying degrees of power. Those who like the scent very much will want it strong, as if it were tea or tobacco, and some of those might perhaps make a point of remembering the label on the bottle so as to be sure of getting what they had before. But as a drop of Florida Water "by any other name would smell as sweet," though it may be not always as strong, we fancy we go deliberately to demand that manufactured by a particular firm. The value of a firm name is rarely in the quality of its goods, but in the quantity of its advertisements. There are some names which we are not allowed to forget, and we involuntarily associate them with the articles we may be thinking of buying; but it is rare indeed that, on consideration, we cannot be induced to take some other firm's product, especially if (as in this case of Florida Water) it be just as good for our purpose and far cheaper. On the question of fact in this case, as to whether a person could be defrauded into buying a picture of two girls instead of a picture of a fountain, we do not enter. We have ascertained that the name and the bottle are "standards" used by dozens of firms, and with regard to the label we are quite satisfied to accept the opinion of the half dozen jurymen who said that there had been no fraud. Obviously, the case involved wider issues than the business of one firm. If it appears that, had the complainant succeeded, the right of several other firms to continue manufacturing Florida Water would have been challenged. This, as they all seem to be content with smaller prices, would have been hard upon that section of the public which likes to risk of Florida Water, and for their sakes we find ourselves rejoicing with that larger jury which, for various reasons, had been anticipating the verdict of the jury actually empanelled.

Since Sunday morning nearly seven inches of rain have fallen in Hongkong.

We are asked to say that Mrs. Dray has arranged a free concert to take place this (Wednesday) evening at the Seamen's Institute, Kowloon.

Mr. F. Clayton, Chief assistant of the Imperial Maritime Customs, Kowloon, is transferred to Tientsin. Mr. and Mrs. Clayton will leave for the North before the end of the month.

Messrs E. S. Kadoorie & Co are in receipt of telegraphic advices from Singapore informing them that the crushing of the Rand Australian Gold Mining Co. for the past period of four weeks yielded 1865 ozs gold from 4819 tons stone.

A Swiss who shot himself at Shanghai on April 20th was Fritz Ingold, the representative in China of the Bernese Alps Condensed Milk Co. He was staying at 104 N. Szechuen Road Extension, the residence of Captain and Mrs. Stringer and financial embarrassment is said to have been the cause of his rash act. Dr. Jackson was summoned immediately, the rash deed was discovered and Mr. Ingold was taken to the Nursing Home, where he is now. The French Consul was informed of the occurrence. Mr. Ingold is expected to survive, but will probably be totally blind.

Among to-day's advertisements appears an announcement of an interesting tour arranged by the Colver Tours Company of Boston, who are represented in the Far East by a branch office in Yokohama and by agents in various ports. The tour starts from San Francisco, and the party are due in Hongkong by the Siberia this week. An opportunity is afforded a limited number of persons to join the party in a tour through the Yangtze Valley, to Peking thence to Japan, Vladivostok &c, via Siberia to Europe. The route is fully given in the advertisement, and an illustrated booklet issued by the Company gives more detailed information. The Company's local agents are Messrs. MacEwen, Frickel & Co.

The Peking Government has instructed the Viceroy at Canton to make a detailed report upon Hainan Island in South China with a view to opening the whole island to the commerce of the Treaty Powers of China. So far there are only two treaty ports in the island, viz: Kiungchow and Pakhoi.

A curious defence was set up, in Calcutta the other day on behalf of a man charged with retaining a prisoner from police custody. The man who was rescued was subsequently acquitted of the charge against him, and it was therefore contended that the man who rescued him from the police had not committed any offence, the arrest having been illegal. The Magistrate accepted this view, and discharged the accused.

In reply to a dispatch from the Waiwung with reference to the non-acceptance of notes issued by Chinese Banks in Shanghai by the Foreign Banks, the Doyen of the Diplomatic Body in Peking has, it is reported, informed the Waiwung that if the Government will guarantee the Bank notes in question, there would be no difficulty in their acceptance by Foreign Banks, etc.

A Manila paper tells the following lie:—A Manila man who went to Hongkong one day last week told of an eccentric character he met at one of the large wholesale houses, a member of the firm. After having bought a large bill of goods, the wholesaler asked him if he still smoked. "I told him yes, but I was saying to myself I would refuse any cigars if he offered them because I don't like to accept business compliments, when he reached down into his pocket and handed me this." "This" was a small box of matches, the kind they give away at cigar stores. "I took it of course and it was such a surprise, I believe I'll go back there again when we need some new stuff."

By Imperial sanction the Waiwung has sent a circular to the Viceroys and Governors throughout China concerning the reception of foreign missionaries in the various provinces. The circular states that in March 1899, the Defunct Tseno-II Yamba made certain rules concerning the reception of foreign missionaries by Viceroys, Governors, Taoist and other Chinese officials, according to their respective rank and title. Consequently some foreign missionaries went so far as to use official sedan chairs, umbrellas etc., until the ignorant classes were led to believe that foreign missionaries were the equals in rank of Chinese Viceroys and Governors. "It is necessary to establish these rules to enable ordinary Chinese officials to receive foreign missionaries publicly as equals."

A large audience, composed chiefly of ladies, attended at the Y.M.C.A. Literary and Debating Club's Parliament on Monday evening to hear the opening speeches of the new Premier and his Ministry. The subject "Should Bachelors be taxed?" was of general interest and gave opportunities for a display of wit, which the speakers took advantage of. The Premier introduced the subject and was well supported by members of his cabinet. The Bill was strongly criticised by the Leader of the opposition and the Independent Party and it appeared imminent that the new Government would be thrown out in its first venture, but the Premier rallied his forces and secured a majority. Messrs. Smith, Browne, Nairn, Todd, Fowler, Baker and Cubey also convincingly expressed their views on the matter.

The Japanese Financial Commission in London made the following communication to Reuters Agency "In connection with the decision of the Japanese Government to redeem the First Series Exchange Bonds, amounting to about 100,000,000 yen (£10,000,000), on the 25th of December next, and, moreover, to purchase the same under discount from time to time after the 30th of April next, a further arrangement is telegraphed this morning that the Government gives the holders of the present Bonds to their convenience an option to exchange the same into the 5 per Cent. Bonds which will mature in 1913. The application for the exchange of the Bonds has to be made before the 31st of May next. The conditions of the exchange are as follows: (1) The Exchange Bonds with unattached coupons attached will be received at the rate of 105 per cent. and the 5 per Cent. Bonds given in exchange at the rate of 90 per cent. (2) The balance under 50 yen will be paid in cash. (3) On the 5 per Cent. Bonds given in exchange the whole year's interest will be paid."

Lord Charles Beresford, writing to the secretary of the Imperial Merchant Service Guild, Liverpool, says: "I am quite certain that the more the two great maritime services of this country—the Military Shipping and the Mercantile Shipping—are brought into close and intimate touch the more it will be for the benefit of the country. The country depends upon each individual service for its existence; on the mercantile service for the delivery of water-borne goods, and on the Navy as an insurance that the delivery should not be interfered with during warlike operations. There can be no doubt that the late impulse to signalling between the two branches of shipping is doing a very great deal to bring the services more completely in accord together. I hardly ever pass a merchant ship now at sea without being able to communicate with her clearly and rapidly, and on several occasions the initiative has come from the merchant ship. This is most satisfactory, and verifies my prediction that, if once the matter was taken up and placed before the captains and officers of the Mercantile Marine in its true light, they would be the first to appreciate the value of being able to communicate with men-of-war, but I must confess that their energy and enterprise in this direction has far exceeded the hopeful anticipations I held out."

After replying in England for 136 years, the remains of Emanuel Swedenborg, the famous mystic and writer, are to be taken to Sweden and re-interred in that country. The Swedish Government formally requested that this might be done, and, on the British Government assenting, authorised Count Wrangel, the Swedish Minister in London, to arrange the details. It has not yet been decided whether or not a memorial service will be held in London, but the Swedish frigate *Fyris*, till lately stationed in Indian waters, on her homeward voyage, was to call at Dartmouth, on April 10, to take on board the shell containing the remains of Swedenborg, which were, by that date, removed from the vaults of the Swedish Church Prince's Square, St. George's-in-the-East.

MASONIC.

At the annual meeting of the District Grand Royal Arch Chapter of Hongkong and South China last night, M.E. Comp. T. F. Hough presiding, the following officers were appointed and those present were invested:

District—Second Grand Principal, M.E. Comp. T. F. Hough; District Third Grand Principal, M.E. Comp. D. Macdonald; D.G. Scribe E. M.E. Comp. A.O.D. Gaudin; D.G. Scribe N. M.E. Comp. H. J. Watson; D.G. President Committee of General Purposes, M.E. Comp. C. J. Lefrancis; D.G. Treasurer, M.E. Comp. W. J. Tatcher; D.G. Registrar, M.E. Comp. J. W. C. Bonnar; D.G. Principal Sojourner, M.E. Comp. W. H. Wooley; D.G. First Assistant Sojourner, M.E. Comp. J. J. Bryson; D.G. Second Assistant Sojourner, M.E. Comp. H. G. Baker; D.G. Sword Bearer, M.E. Comp. W. H. Paro-II; D.G. Standard Bearer, M.M. Comp. H. S. Smith; D.G. Standard Bearer, 2. Comp. W. King; do, 3. Comp. A. E. Crasnell; do, M.E. Comp. C. W. Longast; D.G. Director of Ceremonies, E. Comp. A. W. J. Watt; D.G. Deputy Director of Ceremonies, E. Comp. E. L. Lewis; D.G. Assistant Director of Ceremonies, M.E. Comp. C. J. Wedd; D.G. Janitor, Com. J. Vanstone; unofficial members, M.E. Comp. B. S. Baker and M.E. Comp. John Smith.

LOCAL SPORT.

LAWN TENNIS.

The Civil Service Club inaugurated competitions for championship singles, handicap singles, and handicap doubles on the 1st May.

GRAIGENOWER C.C.

The members of the Graigenower Cricket Club are "at home" on Saturday afternoon at the Club pavilion in the Happy Valley.

LAWN BOWLS.

The final for the rink bowling competition in connection with the H. Civil Service Club was won by Messrs. Fincher (ship), McIvor, Dawson and Brown from Mr. Whelan's team. The match was closely contested, the scores being 21 to 19.

PLAGUE AND RATS.

Yesterday, ten more plague cases were notified, increasing the total to 112 at date.

It is singular that with the rapid spread of this disease this year, the number of plague infected rats found should be less than before. It throws doubts on the scientific conclusions with regard to rats and plague.

It may not be generally known that the plague inspectors at Hongkong, when they have a house under inspection, install a tame rat there for five days, or until it dies, if the latter event happens within that period. The animal, which is regularly fed, but not provided with water, is then returned to the Bacteriological Laboratory.

This week a second case of plague broke out in a house in which the rat had shown no traces of disease.

WEIRD EXPERIENCE.

MAN WATCHES THE AMPUTATION OF HIS OWN LEG.

A case of a man calmly watching the amputation of his own leg was described at a Lambeth inquest.

The man was John Davies, 33, a Kensington rd., furniture dealer. Last November he slipped while coming off a van and injured his left shin. The injury grew worse, and after consulting Dr. Howlands, of Guy's Hospital, it was resolved to amputate the leg from the thigh. "There was no anaesthetic used," said Dr. Tanner, a witness at the inquest, "but Dr. Rowlands injected a preparation which deadened all feeling. Stobains was injected into the spinal cord, which produced perfect deadness in both limbs. Deceased simply sat and watched it, and never said 'Oh.'"

The Coroner: "How long did it take to produce local insensibility?—About five or six minutes."

And how long did the operation take?—About three-quarters of an hour.

Extraordinary complications set in, however, and deceased died from exhaustion.

UNITED STATES FLEET.

In response to an official request, Admiral Evans has sent a voluminous report to Washington, recommending important changes as regards American battleships. This is the direct outcome of the naval controversy and the criticisms relating to the location of the armour belt, the open turrets, the height of freeboard, and the gun positions.

The Admiral's recommendations are based upon the reports of his captains made during the voyage of the Atlantic fleet to the Pacific, and demanded categorical answers. The report is too long to give in full, but, briefly stated, Admiral Evans endorses much that has been said regarding the necessity for improvement, and he recommends in some of the chief essentials that American battleships should follow upon the lines already adopted by the British naval constructors in their latest designs, as regards armour belt, turrets, and position of guns. A similar Evans and Naval Constructor Robinson find that officers aboard the fleet believe these changes should be authorised by the Department at the first available opportunity.

TELEGRAMS.

REUTERS' SERVICE.

BRITISH CRUISER BEACHED.

LONDON, April 26th.

The liner *St. Paul* collided with the cruiser *Gladiator* in a snow storm, off the Needles. The cruiser was beached, and now lies on her beam ends. It is feared that twenty blue jackets have perished. The bows of the liner are damaged.

LATER.

The storm in the Channel on Saturday was the most terrific since 1881. The *Gladiator* is a total wreck. Four of the crew are reported drowned and thirty-four are missing.

THE FIGHTING ON THE INDIAN FRONTIER.

LONDON, April 26th.

The Mohmand's losses in the recent fight are computed at 400.

THE FUNERAL OF SIR HENRY CAMPBELL BANNERMAN.

LONDON, April 26th.

M. Clemenceau will attend the funeral service of Sir Henry Campbell Bannerman at Westminster Abbey.

(N.C. Daily News Service.)

UNREST IN KOREA.

Tokyo, April 17.

Thirty rioters in the Chyungbyong province, Korea, apparently supposing that Prince Ito was returning to Seoul overland, removed seventeen spikes from the sleepers of the railway.

The conspirators disappeared before the arrival of the troops.

JAPANESE SUGAR.

Tokyo, April 17.

The Japanese sugar companies have agreed upon a programme of action for the prevention of over-production and for co-operation in the matter of exports to Korea and China.

JAPANESE FINANCE.

Tokyo, April 18.

The financial conference at Osaka between representatives of banks and clearing houses, at which disapproval was expressed of the Government's financial policy, is fizzling out. It has been agreed that moderate overtures shall be made to the Government.

THE JAPANESE BOYCOTT.

Tokyo, April 8.

Increasing alarm is felt in Japan on account of the boycott by the Chinese. The "Asahi" correspondent in Hongkong sends a lengthy telegram in which it is alleged that instigations by foreign firms is at the back of the movement.

JAPANESE YARN.

Tokyo, April 19.

The Japanese Spinners' Union has resolved upon a cessation of night work for three months besides a stoppage of work for five days and nights monthly. The application of this plan to the export of cotton yarns will reduce the production by about one-half.

SIR ROBERT HART.

Peking, April 22.

Sir Robert Hart left Peking at 8 a.m. to-day and proceeds from Tientsin to Shanghai on board a Revenue cruiser. From Shanghai he will travel to Europe by the N.D.L.S. "York". The departure of Sir Robert Hart was the occasion of a great ceremony at the railway station. The Diplomatic Body, representatives of the Customs Service and the bulk of the foreign residents in Peking were present on the platform to take leave of the Inspector-General.

The Chinese Government was represented by their Excellencies Na Tang, and Tieh Liang of the Waiwung, and by Chan Pi and Governor Tang Shao-yi. Guards of Honour were furnished by the Chinese authorities, and two bands were supplied by the British, American, Japanese, Italian and Dutch Legations.

Sir Robert Hart is looking well. His health has much improved recently, and he hopes to return to China at the end of the year for which he has been granted leave of absence. Should he be unable to return, the permanent appointment of an Inspector-General will then be made.

THE FIRES AT PEKING.

Peking, April 22.

Official investigation of the recent fires here shows that they are devoid of special significance, and they are now regarded as ordinary out-breaks with exception of the one which occurred in the Lama Temple.

Owing to reports of thefts from this institution an inventory of its contents had been ordered. But on the day preceding that on which the inventory was to have been taken, the fire occurred. Presumably it was a device on the part of the priests to cover up traces of their delinquencies.

The damage done by this conflagration amounted to Tls. 3,000.

BRITISH NAVAL SUPREMACY.

An indictment of the policy of the present Admiralty is made by Mr. H. W. Wilson in the current issue of the "National Review."

Mr. Wilson declares that the "Admiralty and the Cabinet have been hypnotised by German diplomacy," and adds that "Germany has secured an effective diminution in the British grants for the vital items in the Navy Estimates, while she is herself indefinitely augmenting her outlay." Since 1904 the British total expenditure, including outlay on naval works, has fallen by £7,100,000, while the German outlay has increased by £6,400,000.

An illustration of Mr. Wilson's contention is given in the following table, which gives the armoured tonnage voted in the annual programmes of the countries named:—

	1897-1900.	1901-4.	1905-8.
England	430,000	361,400	222,000
France and Russia	283,000	212,400	140,000
Germany & U.S.A.	231,000	325,200	337,000
Germany	110,800	145,200	224,900

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday at the Board Room. The Hon. Dr. J. M. Atkinson (president), presided, and there were also present Lieut. Col. Martin, Captain Lyons, Hon. Mr. Irving, Mr. A. Shotton Hooper, Mr. H. Humphreys, Mr. H. A. W. Slade, Mr. Fung Wa-chun; and Dr. Macfarlane (Assistant Medical Officer of Health) and Mr. Messer (Secretary).

AN ABORTIVE PROPOSAL.

Mr. A. SHELTON HOOPER, pursuant to notice, moved:—"That the Board recommend the Government to give legislative effect, in the proposed new Ordinance amending the Public Health and Buildings Ordinances, to the instructions of His Excellency Sir Matthew Nathan, that all Government Buildings be placed under the jurisdiction of the Sanitary Board." In doing so he said he believed it would meet with no opposition from members of the Board. He pointed out that the subject first came under their notice over a year ago when it was found that the new Post Office was in a most insanitary condition, and when it was pointed out to Sir Matthew Nathan he issued orders that departmental instructions be given that sanitary inspectors should make the same inspection of Government buildings as private buildings.

The PRESIDENT—Not quite the same, Mr. HOOPER—Very well. That strengthens my argument. Because a building or land was owned by the Government was, he added, no reason why it should be less sanitary than buildings or land privately owned. He mentioned the insanitary condition of the gardeners' cottages in Macdonnell Road and of the broken down pipe at the Supreme Court. Had these belonged to private owners they would have been served with a notice to abate within 24 hours or be run up by the heels to the Police Court. He failed to see why the Government which was clamouring to make those places sanitary should be in a better position than the others. It might be that the Government was not flush with money but that excuse could not be pleaded by private individuals and he did not think the Government should do so. His motion was that Sir Matthew Nathan's departmental instructions should have legislative effect given to them, and where a government building was found in an insanitary condition the owner should be served with a summons to abate the nuisance or else appear before the Magistrate. The question arose as to who was the owner, and he proposed that the Colonial Secretary should stand for the owner in the same way as he being the Secretary of the Building Company stood for it.

The PRESIDENT—Does any one second this? Mr. HOOPER—I have asked no one to second it, I thought you would. The PRESIDENT—I don't see my way to second this because I don't think it practicable. The matter was referred to the Crown Solicitors and their opinion was that the Sanitary Board had control over all Government buildings. Mr. Hooper suggests that the Colonial Secretary should be served with a notice whenever a nuisance is found to exist on Government property.

Mr. HOOPER—Quite so. The PRESIDENT—Do you think the Colonial Secretary could possibly undertake that work with all his other work? Mr. HOOPER—As much as I can for my company with my other work. The PRESIDENT—Is it practical? What I meant when I said that Government property was not inspected in the same way as private property was that it was dealt with more thoroughly than other buildings.

Mr. HOOPER—No. The PRESIDENT—I have inquired and I find that Government buildings are inspected once a month and in addition on the quarters are inspected at least once a week. Mr. HUMPHREYS said he did not hear Mr. Hooper's motion which he understood was to bring all Government property under the jurisdiction of the Sanitary Board. If it was only a question as to who was to be served with a notice, it was immaterial whether the Colonial Secretary or the Building Authority was served.

The PRESIDENT—Do I take it you second this motion? Mr. HUMPHREYS—I don't mind seconding it. I am not very clear about it.

Mr. HOOPER in his reply said he understood that his proposal would be acceptable to the Government.

On a vote being taken, three voted for the motion and four against. The motion was declared lost.

The PRESIDENT remarked that if any member noticed anything like what Mr. Hooper had mentioned as existing at the Supreme Court and elsewhere he might report it to the department.

HINDERBEST.

The COLONIAL VETERINARY SURGEON reported an outbreak of rinderpest at the Dairy Farm at Pokfulam. On the 9th inst he received information from the manager that he suspected disease among the cattle at No. 7 shed. He visited the premises where there were 12 cows, 1 bull, and 32 calves; five of the calves had high temperature and the cases being doubtful, he took the usual precautions. Later visits showed the nature of the illness, and he found that disease had made its appearance in other parts. The animals were isolated, and all the sheds affected had been washed and sprayed with a solution of Javel's disinfectant. He recommended the Board to declare shed No. 7, the two sheds at midway, and the two isolation sheds to be "infected areas."

On the motion of the PRESIDENT the premises were declared free.

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Hongkong, 13th November, 1907. 137-2

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Hongkong, 20th February, 1908. 401.

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NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENAVON,"

FROM ANTWERP, LONDON AND

STRAITS.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Company,
Ltd., wharves and/or from the wharves delivery
may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 29th inst. will be subject
to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 5th
May, or they will not be recognised.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 29th inst. at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.

Agents.

Hongkong, 22nd April, 1908. 758

FROM EUROPE.

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

"BRISGAVIA."

Capt. Gieseler, having arrived, Consignees

of Cargo are hereby requested to send in their

Bills of Lading for countersignature by the

Undersigned and to take immediate delivery of

their Goods from alongside.

Optional Cargo will be forwarded unless

notice to the contrary be given before To-day.

Any Cargo impeding her discharge will

be landed at Consignees risk into the

hazardous and/or extra hazardous Godowns

of the Hongkong and Kowloon Wharf and

Godown Company, Limited, and stored at

Consignees risk and expense.

All Claims must be presented within ten days

of the steamer's arrival here, after which date

they cannot be recognised.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 1st May, will be subject

to rent.

All broken, chafed, and damaged Goods are to

be left in the Godowns, where they will be

examined on the 30th inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE.

Hongkong Office.

Hongkong, 24th April, 1908. 760

THE SWEDISH EAST ASIATIC CO., LD.

COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship

"CANTON"

having arrived, Consignees of Cargo are hereby

informed that their Goods, with the exception

of Opium, Treasure, and Valuables, are being

landed and stored at their risk into the hazardous

and/or extra hazardous Godowns of the Hong-

kong and Kowloon Wharf and Godown

Company, Limited, Kowloon, whence delivery

may be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 2nd May, will be subject

to rent.

All broken, chafed, and damaged Goods are to

be left in the Godowns, where they will be

examined on the 2nd May, at 9.30 A.M.

All Claims must reach us before the 6th

May, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the

Undersigned.

THE SWEDISH EAST ASIATIC CO., LD.

MELCHERS & Co.,

Agents.

Hongkong, 25th April, 1908. 6

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE Company's Steamship

"KUTANG"

having arrived from the above Ports, Consignees

of Cargo by her are hereby informed that their

Goods will be delivered from alongside.

Cargo impeding the discharge or remaining

on board after 4 P.M., the 29th April, will be

landed at Consignees risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd.,

General Managers.

Hongkong, 27th April, 1908. 16

S.S. "YARRA"

COMPAGNIES DES MESSEGERIES

MARITIMES

NOTICE.

CONSIGNEES of Cargo from London ex

s.s. "Midea" from Havre ex s.s. "Medoc,"

in connection with the above Steamer are hereby

informed that their Goods, with the exception

of Opium, Treasure and Valuables, are being

landed and stored at their risk into the

hazardous and/or extra hazardous Godowns of

the Hongkong and Kowloon Wharf and Godown

Company, Ltd., at Kowloon, whence delivery

may be obtained immediately after landing.

Optional Cargo will be forwarded on unless

intimation is received from the Consignees

before Noon, To-day, requesting it to be

landed here.

Bills of Lading will be countersigned by the

Undersigned. Goods remaining undelivered after

Monday, the 4th May, at Noon, will

be subject to rent and landing charges.

All Claims must be sent in to me on or before

the 4th May, or they will not be recognised.

All damaged packages will be examined on

Monday, the 4th May, at 3 P.M.

No Fire Insurance has been effected.

J. MILLET,

Agent.

Hongkong, 27th April, 1908. 12

NOW READY.

MAIL TABLES

FOR 1908.

Shows the dates of departure of the Mails to

Europe and America, and the dates of their

expected arrival at their destinations, as well as

the dates of return Mails.

Mounted on Card ... 30 Cents.

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Hongkong, 17th January, 1908.

SHIPPING "RINGS"

WHITE STAR EVIDENCE.

Relations between the White Star Line and

and their shippers, and alleged preferential

rates given to American goods shipped from

New York to Australia, via Liverpool, formed

the principal subjects of investigation by the

Royal Commission on shipping "Rings" at the

last sitting.

Mr. H. A. Sanderson, general manager of the

White Star Line, stated that the Rotterdam

rebate system had existed in the Australian

trade for the last seventeen years, and as far as

they were aware, with satisfaction to shippers.

Pressed on a point of detail, the witness said his

superior had put the matter in such a complicated

way that he could not understand it himself.

(Laughter.)

Sir Hugh Bell: Then you will appreciate the

position of the Commission, which has been

trying to understand the question for many

months. (Laughter.)

The Chairman: Is there any agreement be-

tween the German lines and the conference?

There was an agreement. It expired some

years ago.

For all practical purposes we

abstain from unnecessary interference with

each other's trade.

Witness went on to say that, as the White

Star Line was engaged in carrying Australian

cargo from New York to Liverpool, the through

rates it could obtain must be governed by

those ruling from time to time in the direct

trade. In view, too, of the delay involved in

transshipment in Liverpool, the White Star was

in many instances only able to obtain cargo by

accepting rates 2s 6d less than those by direct

steamers.

The Chairman: It has been stated that the

rates charged by the White Star on American

goods carried to Australia from New York via

Liverpool, were for a considerable period 30 per

cent lower than the rates on English goods sent

by the same boats from Liverpool?—I think it

is probable they were.

Does that diversity still exist?—I think it has

largely disappeared.

How do you account for freights being lower

from the United States?—Because in the direct

service from New York to the Australian

Colonies different interests have been fighting

each other, and have been unable to come to an

agreement.

Are there rebates in the homeward trade

from Australia?—In the present state of con-

fusion it would be impossible for anyone to say.

Professor Gossner: What prevents rates on the

being unduly raised?—Common sense on the

part of the shipowner. He wants to develop

his business, and if he squeezes the shipper

unduly it reacts upon himself. A strong point

in favour of the shipper is that the tendency

is to increase the size of vessels, in anticipation

of the growth of trade, and rates are gradually

lowered to draw cargoes from sailing ships.

Mr. Maddison, M.: Can you give an

instance in which the shipper was consulted

before the raising of a rate?—It is so long

since a rate was raised that I cannot recall the

occasion. (Laughter.)

The companies shipping direct from New

York to Australia still continue to ship,

despite very poor dividends?—Yes.

And you pay very low dividends?—I am not

aware that anybody knows what we pay.

(Laughter.) Dividends are altogether a wrong

basis to go by, as companies have other routes

which might pay.

Mr. J. Barry: Would you object to the

shipper having some court of appeal?—I should

have no objection, but I think it would die of

inaction.

Mr. Oswald Sanderson: If England decided

that rebates were illegal, would that unfavour-

ably affect the potentialities of British lines

in their arrangements with their German com-

petitors?—It would. Trade would be open to

attack from the German lines in a way it is not

at present.

Mr. Birchmore: Is it not practically a

breach of agreement with your British

customers to carry American goods by way of

Liverpool cheaper than you carry British goods

from Liverpool to Australia?—I do not think

so. Our friends here are not prejudiced. If

the goods were not carried by the White Star

they would go by other ships, and the only

lossers would be ourselves.

Having secured their own market, the con-

ference lines are not likely to carry American goods

cheaper than British?—I don't think that is

quite a fair way of putting it. We hope these

people will get tired of cutting each other's

throats.

But do you think it fair that the conference

lines should (1) the British manufacturer down

to fixed rates, and then carry competitive goods

SHIPPING.

ARRIVALS.
THAIKHA, German str., 1,446, Egeles, 28th April—Wuhu April 21st, and Chinkiang 23rd, General and Rice—Hamburg-Amerika Linie.
TUPODAS, Dutch str., 2,953, P. Zwart, 28th April—Yokohama April 10th, and Kuchino 23rd, General—Java-China-Japan Line.
YUENHANG, British str., 1,123, P. H. Rolfe, 28th April—Manila 25th April, General—Jardine, Matheson & Co.

CLEARANCES
AT THE HARBOUR MASTER'S OFFICE.
 28th April.
Pukuhia Maru, Japanese str., for Swatow.
Hailan, French str., for Hailan.
Hongwan I, British str., for Amoy.
Baichow, British str., for Swatow.
Inaba Maru, Japanese str., for Singapore.
Liberia, German str., for Singapore.
Yuenhang, British str., for Saigon.
Yongfeng, British str., for Shanghai.
Yokohama Maru, Japanese str., for Singapore.

DEPARTURES.
 28th April.
ARMAND BEHIC, French str., for Europe, &c.
CATHERINE AVAL, British str., for Singapore.
CHONGSHING, British str., for Canton.
CHONTUNG, British str., for Saigon.
HAIMUN, British str., for Coast Ports.
HELEN, German str., for Hailan.
KNIVBERG, German str., for Hailan.
KWONGHANG, British str., for Swatow.
MANICA, British str., for Saigon.
MYRTLEBERRY, British str., for Canton.
SHANTUNG, British str., for Canton.
SHIMANO MARU, Japanese str., for Shanghai.
SICH, British str., for Manila.
TAMING, British str., for Manila.
TUNGSHING, British str., for Canton.
YANGRA, French str., for Shanghai.

SHIPPING REPORTS.
 The British str. Yuenhang reports: Moderate moonoon and heavy rainy over land.

VESSELS IN DOCK.

APRIL 28th.
ARMAND BEHIC, French str., for Europe, &c.
CATHERINE AVAL, British str., for Singapore.
CHONGSHING, British str., for Canton.
CHONTUNG, British str., for Saigon.
HAIMUN, British str., for Coast Ports.
HELEN, German str., for Hailan.
KNIVBERG, German str., for Hailan.
KWONGHANG, British str., for Swatow.
MANICA, British str., for Saigon.
MYRTLEBERRY, British str., for Canton.
SHANTUNG, British str., for Canton.
SHIMANO MARU, Japanese str., for Shanghai.
SICH, British str., for Manila.
TAMING, British str., for Manila.
TUNGSHING, British str., for Canton.
YANGRA, French str., for Shanghai.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship
"HAICHING."
 Capt. A. E. Hodgins, will be despatched for the above Ports on FRIDAY, the 1st May, at 10 A.M.

For Freight or Passage apply to
DOUGLAS, LAFFRAIK & Co.,
 General Managers.
 Hongkong, 28th April, 1908. 772

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
 THROUGH BILL OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
"DEVANHA."
 Captain T. H. Hide, R.N.R., carrying H. Majesty's Mail will be despatched for the above Ports on SATURDAY, the 2nd May, at Noon, taking passengers and cargo for the above ports in connection with the Company's S.S. "MONGOLIA" 9,500 tons, from Colombo passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable all cargo for France and Tea for London under arrangement will be transhipped at Colombo into the mail steamer proceeding to London, &c., will be conveyed from Bombay by the S.S. "ARABIA" due in London on 15th June, 1908.
 Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
 For further particulars apply to
F. J. ABBOTT,
 Acting Superintendent.
 Hongkong, 28th April, 1908.

CHINA COMMERCIAL S.S. CO., LTD.

NOTICE.

FOR SALLA CRUZ, MEXICO.

THE Steamship
"LANDRAT SCHEIFF."
 Captain R. G. will be despatched for the above Ports via MOJI, JAPAN, on SATURDAY, the 2nd May, at 5 P.M.

For Freight or Passage apply to
CHINA COMMERCIAL S.S. CO., LTD.,
 Hotel Managers.
 Hongkong, 24th April, 1908. 877

REGULAR STEAMSHIP SERVICE

WITH LIBERTY TO CALL AT MALACCA

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "SATSUMA" ... 9th May.

For Freight and further information, apply to
DODWELL & CO., LTD.,
 Agents.
 Hongkong, 25th April, 1908. 822

"SHIRE" LINE OF STEAMERS

LIMITED.

FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship
"DENBIGHSHIRE."
 will be despatched for the above Ports on or about the 15th May, 1908.

For Freight or Passage, apply to—
SHEWAN, TOMES & Co.,
 Agents.
 Hongkong, 17th April, 1908. 723

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blakes Pier. 3 From Blakes Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & NO.	SECTION	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via SUEZ CANAL	DEVANHA	Brit. str.	—	T. H. Hide, R.N.R.	P. & O. S. N. Co.	On 2nd May, at Noon.
LONDON & ANTWERP via SINGAPORE &c.	NORSE	Brit. str.	—	G. Philipps	P. & O. S. N. Co.	About 8th May.
LONDON, HAMBURG & ANTWERP	DENBIGHSHIRE	Brit. str.	—	Meyer	SHEWAN, TOMES & Co.	About 18th May.
ANTWERP & HAMBURG via STRAITS, &c.	LYDIA	Ger. str.	k. w.	Dahl	HAMBURG-AMERIKA LINIE	About 10th May.
HAVRE & HAMBURG via STRAITS, &c.	SILBERIA	Ger. str.	k. w.	Eckhorst	HAMBURG-AMERIKA LINIE	On 7th May.
HAVRE & HAMBURG via STRAITS, &c.	BRIGAVIA	Ger. str.	k. w.	Gierstenbrun	HAMBURG-AMERIKA LINIE	On 24th May.
HAVRE & HAMBURG via STRAITS, &c.	SUEVIA	Ger. str.	k. w.	Selmer	HAMBURG-AMERIKA LINIE	On 5th June.
MASSILLON, ROTTERDAM & HAMBURG &c.	AUSTRALIAN	Fr. str.	—	Verron	MESSAGERIES MARITIMES	About 5th May.
MASSILLON, ROTTERDAM & HAMBURG &c.	KAMAKURA MARU	Jap. str.	—	H. Frazer	MESSAGERIES MARITIMES	On 12th May, at 1 P.M.
MASSILLON, ROTTERDAM & HAMBURG &c.	INDIAN	Dan. str.	—	J. Randersmann	MELCHERS & Co.	On 13th May, at D'light
MASSILLON, ROTTERDAM & HAMBURG &c.	YORCK	Ger. str.	—	J. Randersmann	MELCHERS & Co.	On 6th May, at Noon.
MASSILLON, ROTTERDAM & HAMBURG &c.	VORONEI	Rus. str.	—	J. Randersmann	MELCHERS & Co.	About end of June.
MASSILLON, ROTTERDAM & HAMBURG &c.	LOWTHER CASTLE	Am. str.	—	J. Randersmann	MELCHERS & Co.	About 31st May.
MASSILLON, ROTTERDAM & HAMBURG &c.	SATSUMA	Brit. str.	—	J. Randersmann	MELCHERS & Co.	On 9th May.
MASSILLON, ROTTERDAM & HAMBURG &c.	EMPEROR OF JAPAN	Brit. str.	—	J. Randersmann	MELCHERS & Co.	On 20th May, at P.M.
MASSILLON, ROTTERDAM & HAMBURG &c.	GIENFANG	Brit. str.	—	J. Randersmann	MELCHERS & Co.	On 20th May, at Noon.
MASSILLON, ROTTERDAM & HAMBURG &c.	TANGU MARU	Jap. str.	—	J. Randersmann	MELCHERS & Co.	On 19th May, at 4 P.M.
MASSILLON, ROTTERDAM & HAMBURG &c.	CHANG MARU	Jap. str.	—	J. Randersmann	MELCHERS & Co.	On 14th May.
MASSILLON, ROTTERDAM & HAMBURG &c.	LANDRAT SCHEIFF	Ger. str.	—	J. Randersmann	MELCHERS & Co.	On 7th May.
MASSILLON, ROTTERDAM & HAMBURG &c.	CHINGFO	Brit. str.	—	J. Randersmann	MELCHERS & Co.	On 2nd May, at 5 P.M.
MASSILLON, ROTTERDAM & HAMBURG &c.	KUMAKU MARU	Jap. str.	—	J. Randersmann	MELCHERS & Co.	On 11th May, at Noon.
MASSILLON, ROTTERDAM & HAMBURG &c.	PRINZ SIGISMUND	Ger. str.	—	J. Randersmann	MELCHERS & Co.	On 15th May, at Noon.
MASSILLON, ROTTERDAM & HAMBURG &c.	YAWATA MARU	Jap. str.	—	J. Randersmann	MELCHERS & Co.	On 21st May, at 5 P.M.
MASSILLON, ROTTERDAM & HAMBURG &c.	CANDIA	Brit. str.	—	J. Randersmann	MELCHERS & Co.	On 12th June, at Noon.
MASSILLON, ROTTERDAM & HAMBURG &c.	HOPKINS	Brit. str.	—	J. Randersmann	MELCHERS & Co.	About 7th May.
MASSILLON, ROTTERDAM & HAMBURG &c.	PRINZ SIGISMUND	Ger. str.	—	J. Randersmann	MELCHERS & Co.	On 1st May, at 4 P.M.
MASSILLON, ROTTERDAM & HAMBURG &c.	HAKATA MARU	Jap. str.	—	J. Randersmann	MELCHERS & Co.	On 9th May, at D'light
MASSILLON, ROTTERDAM & HAMBURG &c.	YAWATA MARU	Jap. str.	—	J. Randersmann	MELCHERS & Co.	On 13th May, at Noon.
MASSILLON, ROTTERDAM & HAMBURG &c.	CHANG MARU	Jap. str.	—	J. Randersmann	MELCHERS & Co.	On 24th June.
MASSILLON, ROTTERDAM & HAMBURG &c.	CHONGSHING	Brit. str.	—	J. Randersmann	MELCHERS & Co.	Quick despatch.
MASSILLON, ROTTERDAM & HAMBURG &c.	WINGSONG	Brit. str.	—	J. Randersmann	MELCHERS & Co.	On 2nd May, at Noon.
MASSILLON, ROTTERDAM & HAMBURG &c.	DELTA	Brit. str.	—	J. Randersmann	MELCHERS & Co.	About 30th inst.
MASSILLON, ROTTERDAM & HAMBURG &c.	KUTSANG	Brit. str.	—	J. Randersmann	MELCHERS & Co.	On 1st May, at D'light
MASSILLON, ROTTERDAM & HAMBURG &c.	SHANGHAI	Brit. str.	—	J. Randersmann	MELCHERS & Co.	On 2nd May, at 4 P.M.
MASSILLON, ROTTERDAM & HAMBURG &c.	CHONGSHING	Brit. str.	—	J. Randersmann	MELCHERS & Co.	On 2nd May, at Noon.
MASSILLON, ROTTERDAM & HAMBURG &c.	CHONGSHING	Brit. str.	—	J. Randersmann	MELCHERS & Co.	On 4th May.
MASSILLON, ROTTERDAM & HAMBURG &c.	CHONGSHING	Brit. str.	—	J. Randersmann	MELCHERS & Co.	About 1st May.
MASSILLON, ROTTERDAM & HAMBURG &c.	CHONGSHING	Brit. str.	—	J. Randersmann	MELCHERS & Co.	About 4th May.
MASSILLON, ROTTERDAM & HAMBURG &c.	CHONGSHING	Brit. str.	—	J. Randersmann	MELCHERS & Co.	On 11th May, P.M.
MASSILLON, ROTTERDAM & HAMBURG &c.	CHONGSHING	Brit. str.	—	J. Randersmann	MELCHERS & Co.	On 14th May.
MASSILLON, ROTTERDAM & HAMBURG &c.	CHONGSHING	Brit. str.	—	J. Randersmann	MELCHERS & Co.	Quick despatch.
MASSILLON, ROTTERDAM & HAMBURG &c.	CHONGSHING	Brit. str.	—	J. Randersmann	MELCHERS & Co.	Quick despatch.
MASSILLON, ROTTERDAM & HAMBURG &c.	CHONGSHING	Brit. str.	—	J. Randersmann	MELCHERS & Co.	On 1st May, at 4 P.M.
MASSILLON, ROTTERDAM & HAMBURG &c.	CHONGSHING	Brit. str.	—	J. Randersmann	MELCHERS & Co.	On 3rd May, at 9 A.M.
MASSILLON, ROTTERDAM & HAMBURG &c.	CHONGSHING	Brit. str.	—	J. Randersmann	MELCHERS & Co.	On 1st May, at 10 A.M.
MASSILLON, ROTTERDAM & HAMBURG &c.	CHONGSHING	Brit. str.	—	J. Randersmann	MELCHERS & Co.	On 1st May, at 4 P.M.
MASSILLON, ROTTERDAM & HAMBURG &c.	CHONGSHING	Brit. str.	—	J. Randersmann	MELCHERS & Co.	On 2nd May, at Noon.
MASSILLON, ROTTERDAM & HAMBURG &c.	CHONGSHING	Brit. str.	—	J. Randersmann	MELCHERS & Co.	On 8th May, at 4 P.M.
MASSILLON, ROTTERDAM & HAMBURG &c.	CHONGSHING	Brit. str.	—	J. Randersmann	MELCHERS & Co.	On 9th May, at Noon.
MASSILLON, ROTTERDAM & HAMBURG &c.	CHONGSHING	Brit. str.	—	J. Randersmann	MELCHERS & Co.	On 10th May.
MASSILLON, ROTTERDAM & HAMBURG &c.	CHONGSHING	Brit. str.	—	J. Randersmann	MELCHERS & Co.	On 2nd May, at Noon.
MASSILLON, ROTTERDAM & HAMBURG &c.	CHONGSHING	Brit. str.	—	J. Randersmann	MELCHERS & Co.	Quick despatch.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Portico Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 2nd May, Noon.
RUBI	2540	R. W. A'mond.	Manila	On 9th May, Noon.

For Freight or Passage apply to
SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.
 Hongkong, 24th April, 1908. 14

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY

FOR NEW YORK VIA PORTS AND SUEZ CANAL

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. LOWTHER CASTLE ... On or about 31st May.

For freight and further information apply to
SHEWAN TOMES & CO.,
 GENERAL AGENTS.
 Hongkong, 9th April, 1908. 15

CANADIAN PACIFIC RAILWAY

COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific is the "EMPEROR LINE." Saving 5 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER.
 18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	TONS	THURSDAY	7th May	ARRIVE VANCOUVER
"EMPEROR OF JAPAN"	6,000	...	...	25th May
"GLENFARG"	3,700	...	...	18th June
"EMPEROR OF CHINA"	6,000	...	...	22nd June
"LENNOX"	3,700	...	...	16th July
"EMPEROR OF INDIA"	6,000	...	...	20th July
"MONTEAGLE"	6,163	...	...	8th Aug.

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.

"EMPEROR OF JAPAN" and "EMPEROR OF CHINA" will depart from HONGKONG at 4 P.M.

S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the ISLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the C.P. NEW ATLANTIC "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class ... via St. Lawrence River Lines or New York 27.10 Intermediate on Steamers ... 24.0, 24.2 and 1st Class Railways ...

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE," carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (1st class only) granted to Missionaries, Members of the Navy, Military, Ecclesiastical, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
 Corner Peddar Street and Praya opposite Blakes.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.
 CONNECTING AT TACOMA WITH
 NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captain.	Sailing Date.
KUMERIC	6,232	Cowley	On 14th May.
SHAWMUT	6,866	E. V. Roberts	On 3rd June.
TREMONT	6,806	T. W. Garlick	On 19th June.
SUVERIC	6,232	W. Shotton	On 14th July.

* Cargo only.

CHEAP FARES. EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

* The twin-screw S.S. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—
DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS.
 Hongkong, 24th April, 1908. 5

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION STEAMERS DATE OF SAILING.

MARSEILLES HAVRE } "INDIEN" ... Beg. of May.

& COPENHAGEN

VLADIVOSTOK ... "CURONIA" ... On 21st June.

For Further Particulars, apply to
MELCHERS & CO.,
 AGENTS.
 Hongkong, 27th April, 1908. 6

THOS. COOK & SON,

ESTABLISHED 1841.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, etc.

TICKETS ISSUED TO ALL PARTS OF THE WORLD.

BAGGAGE COLLECTED, SHIPPED and FORWARDED at LOWEST RATES.

FOREIGN MONIES EXCHANGED.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED.

Full information on Application.

Head Office for the Far East—
 15, DES VREUX ROAD,
 HONGKONG.

Japan Office—
 14, WATER STREET
 YOKOHAMA.

VESSELS ON THE BERTH

FOR SAN FRANCISCO VIA PORTS.

THE Steamship

"CLAN MACMILLAN"

Will be despatched for the above Ports on the 7th May.

For freight apply to
SHEWAN, TOMES & CO.,
 Agents.
 Hongkong, 21st April, 1908. 702

THE RUSSIAN VOLUNTE

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELTA	About 30th April	Freight and Passage.
LONDON via USUAL PORTS	DEVANHA	May	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NORE	About 6th May	Freight and Passage.
MOJI, KOBE and YOKO	CANDIA	About 7th May	Freight only.
SHANGHAI and HANKOW	CEYLON	About 9th May	Freight and Passage.

For further Particulars, apply to
F. J. ABBOTT
Acting Superintendent.

Hongkong, 29th April, 1903.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
AMOI and SHANGHAI	"YINGCHOW"	On 1st May, 4 P.M.
SHANGHAI	"SHAOSING"	On 2nd May, 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNVILLE, BRISBANE, SYDNEY, HOBART, LAUNCESTON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	"CHINGTU"	On 11th May, 4 P.M.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON RATES, SINGAPORE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

OSAKA SHOEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMUI via SWATOW, "JOSHIN MARU"	Capt. H. S. SMITH	SUNDAY, 3rd May, at 9 A.M.

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Amidships. Unrivaled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 29th April, 1903.

T. ARIMA, Manager.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA & KOBE	"PRINZ SIGISMUND"	About Friday, 1st May.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"YORCK"	Wedday, 8th May, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"BUELOW"	About Wed'day, 8th May.
KUDAT & SANDAKAN	"BORNEO"	Middle of May.
MANILA, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND"	Thursday, 21st May, at 5 P.M.

For further Particulars apply to

NORDDEUTSCHER LLOYD,
MILCHER & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 24th April, 1903.

HAMBURG-AMERIKA LINIE, HAMBURG.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via SINGAPORE and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports, and other Useful Information.

Also, via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
For SHANGHAI, YOKOHAMA & KOBE: S.S. SCANDIA ... 6th May	For Marseilles Rotterdam & Hamburg: S.S. SUEVIA ... About 5th May
For SHANGHAI, YOKOHAMA & KOBE: S.S. ANDALUSIA ... 14th May	For HAVRE & HAMBURG: S.S. SILESIA ... 7th May
For SHANGHAI, YOKOHAMA & KOBE: S.S. DORTMUND ... 25th May	For ANTWERP & HAMBURG: S.S. LYDIA ... About 10th May
	For HAVRE & HAMBURG: S.S. SENEGAMBIA ... 24th May
	For HAVRE & HAMBURG: S.S. BRISGAVIA ... 5th June.

For Further Particulars, apply to—
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 29th April, 1903.

JAVA-CHINA-JAPAN LIJN REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAPAN	Second half of April	JAVA	Second half of April
TJIMAH	JAVA	Second half of April	AMOI	First half of May
TJIPANAS	JAVA	First half of May	SHANGHAI	First half of May
TJIKINI	JAVA	First half of May	JAPAN	First half of May
TJILATJAP	JAVA	Second half of May	SHANGHAI	Second half of May
TJILIWONG	JAPAN	Second half of May	JAVA	Second half of May

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-India ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.
Telephone No. 375.

York Buildings, 1st Floor.
Hongkong, 22nd April, 1903.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1903.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	KAMAKURA MARU Capt. H. Eraser.	WED'DAY 13th May, at Daylight
YOKOHAMA, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	TANGO MARU Capt. P. E. Cope	TUESDAY, 12th May, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE	KUMANO MARU Capt. N. Matheson.	FRIDAY, 15th May, at Noon.
SHANGHAI and KOBE	YAWATA MARU Capt. K. Homma.	FRIDAY, 12th June, at Noon.
KOBE and YOKOHAMA	MOYOBI MARU Capt. J. Hands.	MONDAY, 4th May, at Daylight.
BOMBAY via SINGAPORE, PENANG, COLOMBO	HAKATA MARU Capt. T. Murai.	SATURDAY, 9th May, at Daylight.
NAGASAKI, KOBE and YOKOHAMA	WAKAMIYA MARU Capt. T. Yamawaki.	SUNDAY, 10th May, at Noon.
	YAWATA MARU Capt. K. Homma.	WED'DAY, 13th May, at Noon.

† Cargo only.
† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

T. KUSUMOTO,
MANAGER.

Hongkong, 29th April, 1903.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	"WINGSANG"	Thursday, 30th April, Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"KUTSANG"	Friday, 1st May, Daylight.
MANILA	"YUENSANG"	Friday, 1st May, 4 P.M.
MOJI	"HOPANG"	Friday, 1st May, 4 P.M.
TIENTSIN via SWATOW	"CHEONGSHING"	Saturday, 2nd May, Noon.
CHONGKING	"NAMSANG"	Saturday, 2nd May, 3 P.M.
SINGAPORE, PENANG & CALCUTTA	"CHOYSANG"	Saturday, 2nd May, Noon.
SHANGHAI	"LOONGSANG"	Friday, 8th May, 4 P.M.
MANILA		

RETURN TOUR TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KUTSANG," "NAMSANG" and "FOKSANG" leave about every 3 weeks for Shanghai and Yokohama, starting via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe.

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GENERAL MANAGERS.

Hongkong, 29th April, 1903.

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FORTNIGHTLY SERVICE TO AND FROM JAPAN via
SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"ERNEST SIMONS"	On 11th May, P.M.
MARSEILLES, via PORTS	"AUSTRALIEN"	On 12th May, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"TOKIN"	On 25th May, P.M.
MARSEILLES, via PORTS	"YARRA"	On 26th May, 1 P.M.

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 227 10s. up to 271 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

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Hongkong, 29th April, 1903.

ON SALE.

A TABLE OF THE
RATES OF EXCHANGE
AT HONGKONG

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Local Bookellers.

Hongkong, 29th April, 1903.

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G. K. HAXTON, Manager.

Hongkong 1st April, 1903.

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On sale at the "HONGKONG DAILY PRESS"
Office.

Hongkong 28th February 1907

SHIPPING IN PORT.

STEAMERS.
AMARA, British str., 3,558, C. J. Matlock, 25th April—Swatow 25th April, General—Jardine, Matheson & Co.
AMIRAL DE BROMOND, French str., 154, Chalais, 22nd April—Haiphong 18th April, Ballast—Wills & Jacks.
BOURBON, French str., 997, Le Bail, 15th April—Saigon 11th April, General—Chinese.
CHONGKING, Brit. str., 1,250, V. McClymont-Liddell, 26th April—Tientsin 19th April, General—Jardine, Matheson & Co.
CHIHIL, British str., 1,176, J. Warrack, 14th April—Haiphong and Hoihow 13th April, General—Butterfield & Swire.
DEN OF ABILE, British str., 2,271, Cumming, 10th April—Antwerp 10th February, and Singapore 4th April, General—Messageries Maritimes.
DEUFAR, Norwegian str., 1,734, J. Bing, 20th April—Bangkok 11th April, Rice and General—Norddeutscher Lloyd.
EMPEROR OF JAPAN, British str., 3,038, H. Pybus, 6th April—Vancouver 18th March, and Shanghai 4th April, Mail and General—Canadian Pacific Railway Co.
FAUSANG, British str., 1,410, H. S. Martin, 18th April—Saigon 14th April, Rice—Jardine, Matheson & Co.
FATHOM, Norwegian str., 891, Olaf Andersen, 12th April—Saigon 8th April, Rice and Mail—Agard, Thorsen & Co.
FUKUSHU MARU, Japanese str., 1,090, T. Ito, 25th April—Swatow 24th April, General—Osaka Shosen Kaisha.
GREENHALL, British str., 2,815, Stevia, 22nd April—Portland 13th March, and Karatsu 16th April, Wheat—A. Thorsen & Co.
HAILAN, French str., 377, Harg, 26th April—Haiphong April 22nd, and Hoihow 25th, General—A. R. Marty.
HAIPHONG, French str., 500, Pomfort, 22nd April—Haiphong 18th April, Ballast—Wills & Jacks.
HERMAN LENCHE, Russian str., 1,871, J. Oussling, 18th April—Singapore 11th April, General—Bradley & Co.
HILARY, German str., 1,278, H. Uecker, 17th April—Saigon 12th April, Rice—Sander, Weiler & Co.
HONGKONG MARU, Japanese str., 1,356, Kaneda, 27th April—Moji 22nd April, Coal—Fukushima & Co.
HONG WAI, British str., 2,080, Kinghorn, 26th April—Kaochoon 11th April, Singapore 20th April, General—Chinese.
HOPKINS, British str., 1,356, Jas. M. Hay, 21st April—Karatsu 15th April, Coal—Jardine, Matheson & Co.
HUTCHINSON, British str., 1,237, E. Forsyth, 22nd April—Tientsin, Chiofo, Amoy & Swatow 21st April, General—Butterfield & Swire.
INABA MARU, Japanese str., 3,537, Wm. Bainbridge, 27th April—Shanghai 24th April, General—Nippon Yusen Kaisha.
JOHANNES, German str., 2,053, F. J. Jensen, 25th April—Quinhao and Lourao 23rd April, Sugar and General—Jensen & Co.
KURAMA, British str., 3,110, Bradley, 27th April—Calcutta via Suez and Singapore 21st April, General—Jardine, Matheson & Co.
KWANGKEE, Chinese str., 1,684, R. Lincoln, 28th April—Shanghai 23rd April, General—Chinese.
KWANGTAH, Chinese str., 1,536, Wm. H. Laut, 22nd Apr.—Shanghai 19th Apr.—General—Chinese.
LANDRAT SCHRIFF, German str., 1,012, H. Grandt, 3th April—Saigon 4th April, Rice—Shimoda & Co.
LIBRIA, German str., 2,454, Knaissel, 27th April—Shanghai 25th April, General—Hamburg-Amerika Linie.
LOYAL, German str., 1,237, Natius, 20th April—Saigon 14th April, Rice—Sander, Weiler & Co.
MANCHURIA, American str., 8,780, J. W. Sander, 19th April—San Francisco via Ports and Shanghai 16th April, Mails and General—Pacific Mail Steamship Co.
MAROKKUS, German str., 3,435, A. Lehrenzel, 25th April—Moji 18th April, Coal—a take.
MATTHEW, KORNEE, German str., 1,643, M. Dibborn, 21st April—Hongay 18th April, Coal—Jardine.
MYRTLEHURNE, British str., 1,80, Maitland, 27th April—Hongay 24th April, Coal—Doddwell & Co.
NAMSANG, British str., 4,035, P. M. B. Lake, 24th April—Yokohama, Kobe and Moji 15th April, General—Jardine, Matheson & Co.
NINGCHOW, British str., 5,878, H. Allen, 16th April—Tientsin via Japan 18th March, General—Butterfield & Swire.
NUMATA, German str., 4,385, H. Feldmann, 22nd April—Portland, Or. 15th March, Flour—Portland A. & W. Steamship Co.
PERLA, Austrian str., 3,779, G. Bartole, 17th April—Kobe 8th April, General—Sander, Weiler & Co.
PONTOXO, German str., 998, Bolehr, 24th April—Bangkok & Kohabang 18th April, Rice and Timber—Butterfield & Swire.
PRONTO, Norwegian str., 982, T. Seaberg, 20th April—Wuhu 15th April, Rice—Agard, Thorsen & Co.
RAONAR, German str., 1,920, Nielsen, 25th April—Bangkok 18th April, Rice—Wallem & Co.
REIDER, Norwegian str., 2,297, C. Stangeyer, 14th April—Moji 8th April, Coal—Agard, Thorsen & Co.
SAMBA, German str., 3,623, O. Muller, 17th April—Shanghai 14th April, General—Hamburg-Amerika Linie.
SHAOHUNG, British str., 1,207, W. Mcintosh, 27th April—Haiphong 24th April, General—Butterfield & Swire.
SIGNAL, German str., 907, G. Schalkier, 15th April—Haiphong and Hoihow 14th April, Rice—Jensen & Co.
SKRAMSTAD, Norwegian str., 860, Agard, 26th April—Tobacco 22nd April, Ballast—Agard, Thorsen & Co.
TAIWAN, British str., 1,042, J. A. Marito, 17th April—Hon Koh Bay 14th April, Salt—Chinese.
TOROS VIKEN, Norwegian str., 2,304, Thomassen, 24th April—Nouveau 2nd April, Coal—Shewan, Tomes & Co.
TUNGSHING, British str., 1,173, W. Stalkin, 25th April—Wuhu and Chinkiang 21st April, General—Jardine, Matheson & Co.
TUNGUS, Norwegian str., 1,039, G. F. v. Kragh, 28th April—Saigon, Rice—Hamburg-Amerika Linie.
VICTORIA, Swedish str., 989, J. A. Hellberg, 23rd April—Karatsu 17th April, Coal—Wallem & Co.
WINGSANG, British str., 1,517, D. A. King, 19th April—Wuhu 18th April—Jardine, Matheson & Co.
YANAGISAWA, British str., 4,419, Palford, 27th April—Liverpool 22nd March, & Singapore 22nd April, General—Butterfield & Swire.
YERIMO MARU, Japanese str., 2,350, H. Kobayashi, 17th April—Japan 12th April, Coal—Osaka Shosen Kaisha.
YETOROFU MARU, Japanese str., K. Sat, 23th April—Kobe and Moji 20th April, Coal—Osaka Shosen Kaisha.
General—Nippon Yusen Kaisha.
YINGCHOW, British str., 1,234, Fraser, 24th April—Shanghai 21st April, General—Butterfield & Swire.

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Short Notice.

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE AT

HONGKONG

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Mails; also Table of the Yearly

Approximate Averages for 33 Years

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